

LISTING OF THE CLAIMS

This listing of the claims will replace all prior versions, and listings, of claims in the application:

Claims 1-8 (canceled).

9. (new) A method for closed-loop speed control of an internal combustion engine-generator unit during a starting operation, comprising the steps of: presetting a set speed ($nM(SW)$) by means of a run-up ramp (HLR), which begins with a starting speed (nST) and ends with a rated speed (nNN); determining a control deviation from a comparison of the set speed and actual speed ($nM(SW)$, $nM(IST)$); computing a power-determining signal (QP) for controlling the actual speed ($nM(IST)$) from the control deviation by a speed controller; setting first time ($t1$) when the actual speed ($nM(IST)$) exceeds a limit (GW), i.e., ($nM(IST) > GW$); setting a second time ($t2$) when the actual speed ($nM(IST)$) exceeds the starting speed (nST), i.e., ($nM(IST) > nST$); computing a time interval (dt) from the difference of the two times ($t1$, $t2$); and selecting the run-up ramp (HLR) and the controller parameters of the speed controller as a function of the time interval (dt).

10. (new) The method for closed-loop speed control in accordance with Claim 9, including determining the run-up ramp (HLR) from the time interval (dt) by a first characteristic curve and determining the controller parameters from the time interval (dt) by other characteristic curves.

11. (new) The method for closed-loop speed control in accordance with Claim 10, wherein the controller parameters are an integral-action time (TN) and a proportional coefficient (k_p).

12. (new) The method for closed-loop speed control in accordance with Claim 11, wherein a long integral-action time (TN) and a large proportional coefficient (kp) are assigned to a long time interval (dt) by the other characteristic curves.

13. (new) The method for closed-loop speed control in accordance with Claim 10, wherein a run-up ramp (HLR) with a small slope (Phi) is assigned to a long time interval (dt).

14. (new) The method for closed-loop speed control in accordance Claim 9, including setting an error if the time interval (dt) reaches or exceeds a limit (dtGW), i.e., $(dt \geq dtGW)$.

15. (new) The method for closed-loop speed control in accordance with Claim 9, further including determining a time interval (dtR) between a present time (t) and the first time (t1) ($dtR = t - t1$), and setting an error if the time interval (dtR) reaches or exceeds a limit (dtGW) , i.e., $(dtR \geq dtGW)$.

16. (new) The method for closed-loop speed control in accordance with Claim 14, wherein when the error is set, a diagnostic input occurs, and an emergency stop is activated.

17. (new) The method for closed-loop speed control in accordance with Claim 15, wherein when the error is set, a diagnostic input occurs, and an emergency stop is activated.